





## Key Dates

### May 19, 2003

Transportation Funding Package appropriating funds for ferry construction is signed by the Governor.

### May 20, 2003

First meeting with interested shipyards and suppliers: Report on WSF feasibility studies and statutes.

### October 22, 2003

Follow-up meeting with interested vendors.

### Phase I: 8 months

WSF publishes Notice of Intent and then issues Request For Proposals.

Proposals Submitted to WSDOT by interested shipyards

- Suitability of shipyard facilities
- Design capabilities
- Experience and past performance
- Workload availability
- Expertise of key team
- Construction strategy

Selection Notices Issued to Best Qualified Proposers, to prepare Technical Proposals.

### Phase II: Twelve months

Selected shipyards develop and submit Technical Proposals that include:

- Design Documents and Specifications depicting vessel characteristics and installed equipment.
- Drawings showing equipment and other details necessary for developing firm fixed price bid and all other information necessary to support development of Engineer's Estimate.
- Shipyard project schedule showing delivery dates.
- All developed with WSF's on-going consultation with each Proposer.
- WSF evaluates each Technical Proposal and Bid Price. Lowest responsive and responsible proposer is awarded contract for development of detailed design and construction of up to four vessels.

### Phase III: Thirty months to delivery of first vessel in January 2008

Successful proposer develops detailed design drawings, and constructs the vessels.

## Current Design Parameters

The design parameters for the new ferries are detailed in the *Outline Specification* now under development and expected to be issued in the Spring of 2004. Some of the vessel requirements determined thus far include:

- Double ended steel hull, 1202 passengers, 130 cars
- Lower and partial upper vehicle decks
- Service speed of 17 knots
- Partial double bottoms: Built to ABS Standards (but not ABS inspected); meet Code of Federal Regulations requirements for vessels operating in lakes, bays and sounds.
- Propulsion system to be selected by separate RFP for diesel mechanical system.
- Meet Americans with Disabilities Act standards.

## “Owner-Furnished Equipment”

WSF is working to obtain Federal Funds for the procurement of up to four ship sets of propulsion systems and ship service diesel generator sets.

Federal funds cannot be used for actual vessel construction because state legislation requires that construction be performed in Washington State.

Owner-Furnished Equipment as listed below will be procured through competitive RFP's for supply and installation at the shipyard during construction.

- Main Engines
- High Speed Shafting
- Clutches
- Reduction gears
- Main Propulsion Control System
- Propeller Hubs and Blades (CPP)
- Bearings, Shaft Seals and Stern Tubes
- Main Shafting and Tail Shafts



## Propulsion Study

A comprehensive study and scoring system completed in October, 2003 for WSF by independent engineers Jensen Maritime Consultants, Inc. and Glostén Associates Inc. analyzed four propulsion system configurations:

- A diesel mechanical system with controllable pitch propellers similar to the system used on the current Issaquah Class ferries.
- Three variations of diesel electric AC-AC systems with fixed pitch propellers, controlled pitch propellers, or contra-rotating (“Z-drive”) propellers.

Each system was evaluated on fuel efficiency, reliability, initial cost, weight, fleet commonality, training and maintainability. Based on the results of this study the diesel mechanical system was recommended.



## Environmental Review and Public Involvement

Activities related to WSF ferry construction are not expected to trigger environmental assessment requirements under either the state or the federal environmental policy acts (SEPA/NEPA), because all of the environmental elements are covered by the shipyard facility where construction will take place. Nevertheless WSDOT intends to educate the public and agencies about the operation of the new ferries and compliance with Coast Guard regulations. WSDOT will also work closely with the Transportation Commission and the Attorney General to ensure compliance with commitments made in the Rich Passage ferry wake litigation. This is now expected to include public outreach and analysis modelled on the SEPA process. Newsletters like this will be a regular part of the information and outreach effort and more detailed analysis will also be available to the public from time to time.

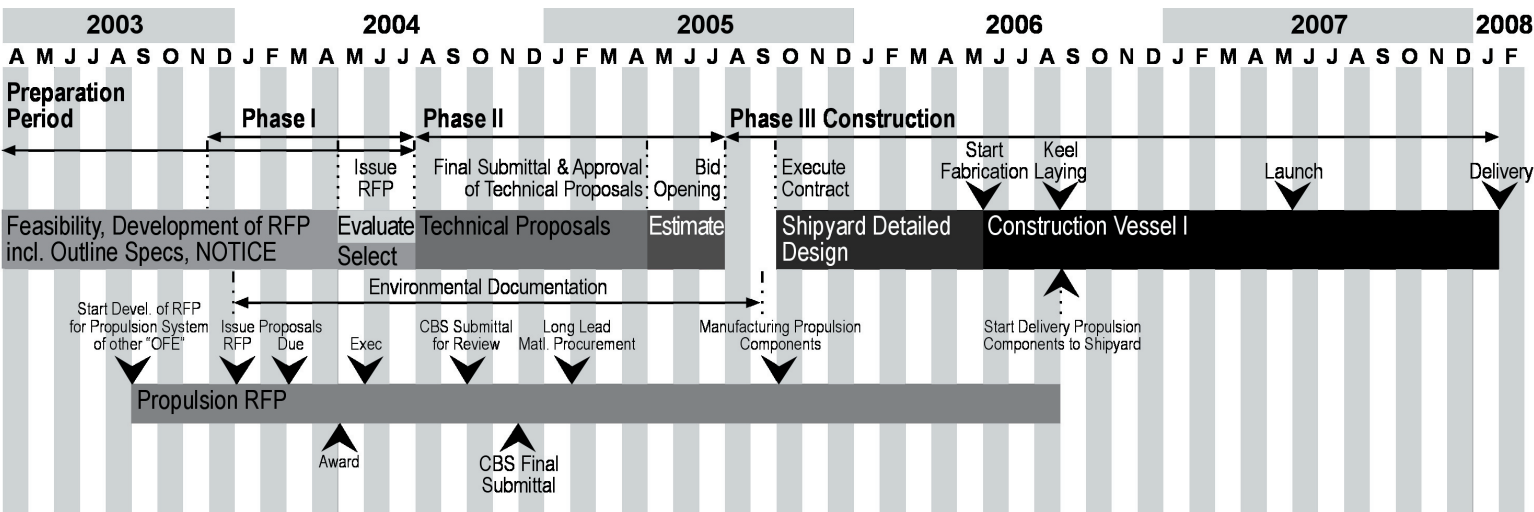
## How the new Ferries will be paid for and financed

Several options and opportunities will be considered for paying for and financing the new construction. To evaluate the financing opportunities and advise OFM, WSDOT, WSF and the state legislature, State Treasurer Michael Murphy will be assisting WSDOT in financing mechanisms and market opportunities. This will help assure that the safest and most cost-effective financing mechanism protects the interests of taxpayers and riders. Some of the options for evaluation will include:

- Financing through the use of state bonds at low cost tax-exempt interest rates secured by state gas tax revenues or other state or system revenues
- Financing through “taxable” bonds with various revenue opportunities for debt security.
- Use of a lease mechanism with a bank or leasing company.
- Issuance of “Certificates of Participation” as a financing vehicle.
- Cash financing from various potential revenue sources; also grant financing or grant anticipation financing from expected federal sources.
- The sale of depreciation tax credits in an IRS qualified “tax benefit lease transaction.”

Some of these opportunities can be used in conjunction with one another, but not all combinations are feasible or available. A full investment/funding analysis of the kind expected to be performed with the State Treasurer's assistance will guide the process.

## WSF Design and Construction Schedule



For more information:

[www.wsdot.wa.gov/ferries/index.cfm](http://www.wsdot.wa.gov/ferries/index.cfm)  
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